

ROYAL NAVAL DIVISION.
Private School, BATHURST.
THE ADMIRALTY have given
Official permission for training
Bathurst, 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
under a Unit.
Training is now going forward.
Applicants desiring to earn should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Road Street, W.
Sole Agents: The Press

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

STOCKS:—

Wire Gauge Mosquito Netting.
Optimus Stoves.
Motor Accessories.
Yacht fittings.
Typewriters.
Tools and Machinery Grinders.
Dry Batteries.

ALEX. ROSS & Co.,
Machinery Dept.

No. 18,233. 號三十三零百二千八萬一第 日五十二月九年辰丙 HONGKONG, SATURDAY, OCTOBER 21st, 1916 六拜禮 號一十二月十年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS

TO ARRIVE

Oct. 23rd.—Europe (via Negapatam), per
s.s. ATLANTIC.
TO DEPART
Oct. 22nd.—Europe (via Negapatam), per
s.s. ATLANTIC.
Oct. 23rd.—Haiphong, Tourane, Saigon,
Straits, Burma, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 2 p.m., per s.s.
CORDILLER.
Oct. 27th.—Europe (via Siberia), at 9 a.m.,
per s.s. KAMAKURA MARU.
Oct. 31st.—Europe (via Siberia), at 11 a.m.,
per s.s. KAMAKURA MARU.
Oct. 31st.—Shanghai, North China,
Japan (via Moji, Victoria,
Seattle, United States, Cen-
tral and South America and
United Kingdom (via Canada,
at 11 a.m., per s.s. KAMAKURA
MARU.
Nov. 1st.—Europe (via Siberia), at 5 p.m.,
per s.s. EMPRESS OF RUSSIA.
Nov. 1st.—Shanghai, North China, Japan
via Nagasaki, Victoria, Van-
couver, United States, Cen-
tral and South America and
United Kingdom (via Canada,
at 5 p.m., per s.s. EMPRESS OF
RUSSIA.

S.S.—For further returns and for Mails to
and from the Coast, Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 350 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. 880

OTARD'S

BRANDY.

Shipped by

OTARD, DUFUY & Co.,

COGNAC.

SOLE AGENTS:

CALDBECK,

MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL,

Telephone No. 76.

PEAK TRAMWAY COMPANY LIMITED

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 2.50 " "	" " " "
2.50 " " 3.10 " "	" " " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	9.30 to 11.30 p.m.
Every Half-Hour.	
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.	
SUNDAY.	
7.30 a.m.	
8.00 " " 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.00 " "	" " " "
5.00 " " 6.00 " "	" " " "
6.00 " " 7.00 " "	" " " "
7.00 " " 8.10 " "	" " " "
NIGHT CARS on Week Days.	
SUNDAY.	
Extra Car at 11 Midnight.	
SPECIAL CARS for arrangements at the Company's Office, Alexandra Buildings, Des Voeux Road Central.	
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compressed Order registered. Bank Notes.	
JOHN D. HUMPHREYS & SON, General Managers.	

MITSUBISHI DOCKYARD AND ENGINE WORKS.

1A, A.B.O. WESTERN UNION, ENGINEERING AND BATTERY COING USED.

Buildings and Repairs of Ships, Engines and Boilers, and Electrical Machinery.
Manufacturers of Condenser, Steam's Machinery, Steam Engines,
Pumps, Steam Turbines and Turbo-Alternators, etc.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet 290 714 feet
Width of Entrance on bottom ... 77 " 82 " 66 "
Water on Blocks at Spring Tide ... 25 " 26 " 44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 716 tons and 18 knots.
Two Floating Cranes of 50 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK" KOBE.
FLOATING DOCKS.

Lifting Power ... No. 1 7,000 tons. No. 2 14,000 tons.
Max. Length of ship taken in ... 450 feet. 500 feet.
Max. Breadth of ship taken in ... 66 " 66 "
Max. Draft of ship taken in ... 25 " 25 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 2,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" HIKOSHIMA.
GRAVING DOCK.

Length on Keel Blocks ... 500 feet 6 inch
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 50 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to call the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION, TIENTSIN, NORTH CHINA.

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Sekou (Dairen) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBAYASHI MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND		SOUTH BOUND	
1st Class	2nd Class	1st Class	2nd Class
1.00 a.m.	1.30 a.m.	1.00 a.m.	1.30 a.m.
1.30 a.m.	2.00 a.m.	1.30 a.m.	2.00 a.m.
2.00 a.m.	2.30 a.m.	2.00 a.m.	2.30 a.m.
2.30 a.m.	3.00 a.m.	2.30 a.m.	3.00 a.m.
3.00 a.m.	3.30 a.m.	3.00 a.m.	3.30 a.m.
3.30 a.m.	4.00 a.m.	3.30 a.m.	4.00 a.m.
4.00 a.m.	4.30 a.m.	4.00 a.m.	4.30 a.m.
4.30 a.m.	5.00 a.m.	4.30 a.m.	5.00 a.m.
5.00 a.m.	5.30 a.m.	5.00 a.m.	5.30 a.m.
5.30 a.m.	6.00 a.m.	5.30 a.m.	6.00 a.m.
6.00 a.m.	6.30 a.m.	6.00 a.m.	6.30 a.m.
6.30 a.m.	7.00 a.m.	6.30 a.m.	7.00 a.m.
7.00 a.m.	7.30 a.m.	7.00 a.m.	7.30 a.m.
7.30 a.m.	8.00 a.m.	7.30 a.m.	8.00 a.m.
8.00 a.m.	8.30 a.m.	8.00 a.m.	8.30 a.m.
8.30 a.m.	9.00 a.m.	8.30 a.m.	9.00 a.m.
9.00 a.m.	9.30 a.m.	9.00 a.m.	9.30 a.m.
9.30 a.m.	10.00 a.m.	9.30 a.m.	10.00 a.m.
10.00 a.m.	10.30 a.m.	10.00 a.m.	10.30 a.m.
10.30 a.m.	11.00 a.m.	10.30 a.m.	11.00 a.m.
11.00 a.m.	11.30 a.m.	11.00 a.m.	11.30 a.m.
11.30 a.m.	12.00 noon	11.30 a.m.	12.00 noon
12.00 noon	12.30 noon	12.00 noon	12.30 noon
12.30 noon	1.00 p.m.	12.30 noon	1.00 p.m.
1.00 p.m.	1.30 p.m.	1.00 p.m.	1.30 p.m.
1.30 p.m.	2.00 p.m.	1.30 p.m.	2.00 p.m.
2.00 p.m.	2.30 p.m.	2.00 p.m.	2.30 p.m.
2.30 p.m.	3.00 p.m.	2.30 p.m.	3.00 p.m.
3.00 p.m.	3.30 p.m.	3.00 p.m.	3.30 p.m.
3.30 p.m.	4.00 p.m.	3.30 p.m.	4.00 p.m.
4.00 p.m.	4.30 p.m.	4.00 p.m.	4.30 p.m.
4.30 p.m.	5.00 p.m.	4.30 p.m.	5.00 p.m.
5.00 p.m.	5.30 p.m.	5.00 p.m.	5.30 p.m.
5.30 p.m.	6.00 p.m.	5.30 p.m.	6.00 p.m.
6.00 p.m.	6.30 p.m.	6.00 p.m.	6.30 p.m.
6.30 p.m.	7.00 p.m.	6.30 p.m.	7.00 p.m.
7.00 p.m.	7.30 p.m.	7.00 p.m.	7.30 p.m.
7.30 p.m.	8.00 p.m.	7.30 p.m.	8.00 p.m.
8.00 p.m.	8.30 p.m.	8.00 p.m.	8.30 p.m.
8.30 p.m.	9.00 p.m.	8.30 p.m.	9.00 p.m.
9.00 p.m.	9.30 p.m.	9.00 p.m.	9.30 p.m.
9.30 p.m.	10.00 p.m.	9.30 p.m.	10.00 p.m.
10.00 p.m.	10.30 p.m.	10.00 p.m.	10.30 p.m.
10.30 p.m.	11.00 p.m.	10.30 p.m.	11.00 p.m.
11.00 p.m.	11.30 p.m.	11.00 p.m.	11.30 p.m.
11.30 p.m.	12.00 midnight	11.30 p.m.	12.00 midnight

* Season Train Time is 25 minutes faster than S.M.R. Time.
The above fares do not include the Express Train Birth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Ad. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Harbin (the first on the coast in North China), all under the Company's Management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMSHIP CO. & EXPRESS TRAVEL CO.; Messrs. THOS. COOK & SON; the NORDDEUTSCHER LLOYD; and the NIPPON Yusen Kaisha, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Ad. "MANCHURIA."
Codes: A.B.C. 6th Ed. A1 and Lido's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chiao-Shang, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT

SOUTH MANCHURIA RAILWAY CO., DAIREN.

WISEMAN, LTD. THE FAVOURITE AFTERNOON TEA RESORT.

TELEPHONE 407.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Single Fare by Night Steamer ... \$6.00
Return " " (available also for return by day steamer) ... 11.00
Single Fare by Day Steamer ... 5.00
Return " " ... 9.00

HONGKONG TO CANTON. CANTON TO HONGKONG.
SATURDAY, 21st OCTOBER, 1916.
6 a.m. HONGKONG. 6 a.m. HONAM.
10 p.m. HONAM. 5 p.m. KINSHAN.

SUNDAY, 22nd OCTOBER, 1916.
10 p.m. HONGKONG. 5 p.m. HONAM.

HONGKONG-MACAO LINE.
S.S. "TAISHAN," Tons 2,008. S.S. "SUI TAI," Tons 1,851.
HONGKONG TO MACAO.
Weekdays at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 1916.
The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.
S.S. "SUI AN."
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 558 tons, and S.S. "WANNING," 559 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 10 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mandarin (First Floor), opposite the Elsie Pier. [123]

SHIP OWNERS COMPOSITION CO., LTD., OF LONDON.

Greyhound Brand of Boot-topping anti-corrosive and anti-fouling composition Paints.

ALL BRITISH in every respect, which means GOOD in every respect.

Supplied by Contract to the
BRITISH ADMIRALTY

and most of the leading firms in the British shipping world; also used by shipping firms of other countries, and has been used by the Norddeutscher Lloyd, Bremen.

Special offer—5% on all sales will, for the duration of the War, be given to War Funds and/or Charities.

CHAS. A. MUTTON,
Representing
W. A. HANNIBAL & Co.,
Agents,
18, ICE HOUSE STREET.

A LING & CO.
15, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Custom Markings in Various Shades.
Telephone 1210.

NEW CARTRIDGES.
By popular English Manufacturers in all Bore and Size.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 12.50. at 65, 67 and 72.50 per 100. SPOUTING REQUISITES and ALL GUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.

HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART
Manager

KING EDWARD HOTEL

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone: No. 378.
Tel. Address: "VICTORIA."
J. WITTHERRICK,
Manager.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephone in every Room, every commodious furnished by six lines to Central.
Fifteen minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden, and Social Rooms. European Runner meets Steamers.
P. O. FEUSTER
Manager. [121]

VICTORIA HOTEL CANTON.

Situated on the British Concession, Shamoon.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. Guo. B. BYLES.
1211

SPEND YOUR VACATION IN BAGUIO (PHILIPPINES)

CITY Built on Fine Clad Hills Swept by Cool and Refreshing Breezes.
4,000 FEET above SEA LEVEL.
68° F. AVERAGE TEMPERATURE
Eight hours by Rail or Automobile from Manila.
GOLF, TENNIS, POLO.
MOUNTAIN CLIMBING TO ALTITUDES OF 9,000 FEET.
FINEST AUTOMOBILE ROADS IN THE WORLD.
Automobile and Horse Race Tracks.
FIRST CLASS HOTELS.
For Information, address: THE CITY SECRETARY, BAGUIO, P.I., or nearest Office of THOS. COOK & SON.
Illustrated booklet Baguio, with Map etc., free on application to the Philippine Government. [728]

FRENCH LES-ONS

G. MOUSSEAU
15, MOUSSEAU HALL ROAD

INTIMATIONS

30 cts. Mex

30 cts. Mex

Carton of 4.

Carton of 4.

AN IMPORTANT DISCOVERY THE VICTOR TUNGS-TONE STYLUS.

An improved, semi-permanent, changeable, reproducing stylus of tungsten combining all the desirable features of the Victor system of changeable needles with the added advantage of playing 50 to 200 records without changing.

EXCLUSIVE AGENTS:

MOUTRIE'S.

WHY SHOULD ONE DRINK

No. 10

WHISKY?

BECAUSE

"ONE OUGHT."

DISTILLED BY JAS. WATSON & Co., LTD.,

DUNDEE.

SOLE AGENTS IN SOUTH CHINA:

DONNELLY & WHYTE.
HONGKONG AND CANTON.

Telephone 638.

[1206]

RHODINE

RHODINE means acetyl salicylic acid of the purest quality. It is the equivalent of the German Aspirin and is as efficient if not more than this last product for the same therapeutic purposes.

Each tablet contains 0.50 gramme of pure RHODINE.

From 1 to 6 tablets a day may be taken, according to physicians' prescription.

RHODINE is a special remedy for acute rheumatism. If taken in proper doses, it will often cure and always alleviate headache, neuralgia, stomacachic pain, etc., if those complaints find their origin in rheumatism.

It is very valuable in influenza, typhoid fever and in all kinds of infectious diseases attended by feverishness.

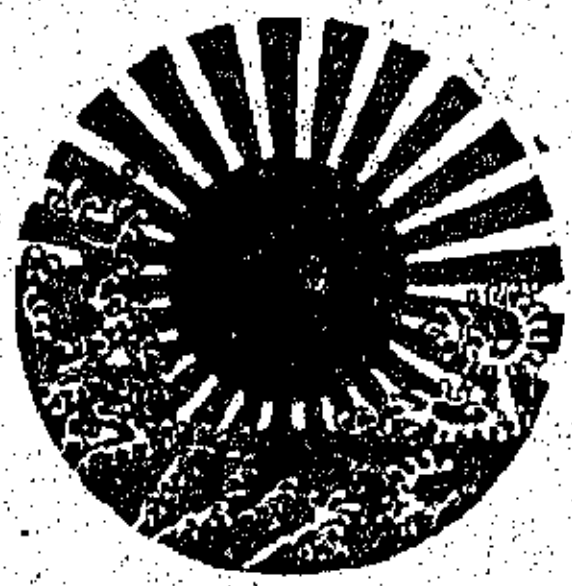
These tablets may be taken at any time, in a small quantity of water in which they will dissolve almost immediately.

Alkaline water, Eau de Vichy or water containing bicarbonate of soda, for instance, should be avoided.

OBTAINABLE AT ALL CHEMISTS.

[1206]

Grand Prize of Honour
Panama-Pacific International Exposition
SAN FRANCISCO, 1915



ASAHI-BEER

SOLD EVERYWHERE

Fortify yourself with Bovril

IT MUST BE BOVRIL

BRITISH TO THE BACKE

KAVALA.

CENTRE OF TURKISH TOBACCO TRADE.

GREEK AND BULGARIAN RIVALRY.

The occupation of Kavala by the Bulgarians can have no effect whatever on the course of our operations on the Aegean, but it will undoubtedly cause much searching of heart among those Greeks who have espoused the cause of the Central Powers. Kavala consists of two separate townships, the Old and the New. The old town is situated on a rocky promontory jutting out into the sea and rising to a height of some 300 feet above sea-level. It remains one straggly of Capstan Hill, Ilfracombe. On the summit of this is the old Citadel, connected by the mainland by a fine aqueduct dating from the days of the Romans. The small bay to the west affords good anchorage and shelter for a limited squadron, and along its shores stand the various tobacco factories, the property of all nations, for Kavala has been for many years the centre of the Turkish tobacco trade. With the exception of the few hundred cosmopolitan employees of the tobacco companies, the population of the new town is Greek, the population of the old town Turkish, possibly some 30,000 in all.

During the first phase of the Balkan War Kavala was occupied by a Bulgarian force without any opposition on the part of the Turks, but on the outbreak of war between Greece and Bulgaria in the summer of 1913 the Bulgarians were driven out of Kavala without difficulty. No attempt was made to destroy the tobacco factories or to pillage the warehouses. Probably the Bulgarians felt that as the Imperial Tobacco Company of Great Britain and the American Tobacco Company were the richest proprietors it was politic to preserve discipline amongst their troops, for in the neighbouring towns of Drama and Sere the vilest cruelties were practised.

The Greeks have inherited their distaste for road-making from their Turkish predecessors, for, as we have learnt at Salonika, Macedonia is sadly lacking in all means of communication. There is one fair road leading out of Kavala to the north, connecting the town with the railway at Drama. It winds up the hill along the side of the cobbled Roman road up which St. Paul toiled on his way to Philippi. There is also a short stretch of road leading out of the town to the east towards the Bulgarian frontier on the River Mesta. Along this road reinforcements will be exposed to the fire of our men-of-war.

The Drama road runs through a very fertile country, dotted over with rich tobacco farms as well as with valuable cornfields. In Kavala itself there is at this moment probably a million pounds' worth of tobacco leaves, and as the Central Powers are feeling the pinch of poverty so far as cigarettes are concerned, it is probable that this raid is more for the purpose of obtaining supplies of tobacco than for any serious military reason.

TWO POSSIBLE SUBMARINE BASES. As a base for submarine craft to act against the Allied Fleets in the Mediterranean in the present war Kavala is invaluable. The submarines would have to be dispatched from Germany in sections by rail through Adrianople and Dedegatch, thence to Drama and down the metalled road from Drama by motor wagons to be put together at Kavala and take the water there. The whole route from Dedegatch is exposed to attack by our aircraft, and the long descent from the crest of the hill to the north of Kavala would be plastered by fire from our Fleet, rendering the passage of motors down the zigzag anything but pleasant.

It is known that the Bulgarians have had their eye on the lake near Port Lagos, known as the Burn Geol, as a submarine base in preference to Kavala. The lake is thoroughly well sheltered, and the rail runs round the northern shore where there is a good water supply for troops and workmen, a desideratum lacking at Kavala. With a view of developing the capabilities of the Burn Geol the Bulgarians in 1913 commenced the construction of a railway from Philippopolis through Stanimaka, thence over the Chepelarska Planina, to Buk, midway between Xanthi and Drama, thus avoiding the coast railway via Dedegatch. How far this line has progressed since the outbreak of war we have no means of knowing, but as the earthworks had well progressed in the spring of 1914 it is quite possible that trains are now running over a portion of the line at any rate, and that motor traffic is feasible the whole way.

The disadvantages of the place are so well known that it has never been within the scope of our operations to land a force there, nor was it worth while to incur any loss of life in protecting the town so long as Greece held aloof from our cause.

A VALUABLE TOBACCO CROP. The tobacco harvest is now in full swing and in all probability the Bulgarians in their advance have requisitioned every leaf in the richest tobacco-producing country in the world. The loss to Greece will be enormous, for two-fifths of the old Turkish tobacco fields were ceded to Greece under the terms of the Treaty of Bucharest, and the value of the tobacco exports from the one part of Kavala alone averaged 2½ million pounds annually. It is, of course, possible that the tobacco companies, foreseeing the Bulgarian advance, have taken the precaution to export all the leaf in the Kavala warehouses, in which case little loss will fall on the shareholders of the better-known companies; but ruin will (Continued at foot of next column.)

COMPANY REPORT.

NORTH CHINA INSURANCE CO., LTD.

The report of the Directors of this Company for presentation at the thirteenth ordinary General meeting of Shareholders, to be held at the Offices of the Company, in Shanghai, on the 31st inst., is as follows:—

1915.—The Balance at Credit of this Account is Taels 730,734.10 and, after deducting an interim dividend of 12½ per cent, aggregating Taels 43,713.33, paid on 1st May last, transferring 225,000, aggregating Taels 169,312.17 to War Tax Suspense Account; writing 210,049.88, aggregating Taels 71,446.01, off Sterling securities; and transferring Taels 60,000 to Exchange and Investment Fluctuation Account, there remains a sum of Taels 385,290.69, which the Directors recommend should be appropriated in the following manner:—

A Final Dividend of 15 per cent, on the Paid-up Capital, making 27½ per cent for the year.

A Bonus of 15 per cent upon Contributory Marine Premium.

210,000 transferred to Sterling Reserve, bringing this Fund up to 2,100,000.

Taels 20,000 written off Premiums.

And the Balance to be transferred to Undistributing Reserve Account, closing the Account for 1915.

1916.—The Balance at credit of Working Account to 30th June amounts to Taels 67,106.22.

HONGKONG RESERVES.

ORDERS BY MAJOR WAREMAN, O.C., H.K.V.R.

DETAIL.

On duty from the morning of Sunday, 22nd October, to the morning of Sunday, 29th October.—"A" Co. H.K.V.R.

Orderly Officer for the same period—2nd Lieut. A. M. Thornhill.

Note.—Until further orders caps will be worn and great coats carried in bandoleer over the right shoulder.

Next for duty.—H.K.V.C.

PARADES FOR THE WEEK ENDING 29th OCTOBER.

Monday, 23rd inst.—

"B" Co., Platoon No. 5, for Musketry Trained Men, Part 1, at Blake Pier at 3.45 p.m. Dress: Drill order.

Signalling Section and Semaphores Class at Volunteer Headquarters at 5.15 p.m. under Instructor Sergt. E. V. Mitchelmore. Dress: Clean fatigue.

Tuesday, 24th inst.—

"B" Co., Platoon No. 6, for Musketry Trained Men, Part 1, at Blake Pier at 3.45 p.m. Dress: Drill order.

Mounted Section on the Polo Ground at 5.15 p.m. under Instructor Q.M. Sergt. Talbot. Dress: Drill order.

Wednesday, 25th inst.—

"B" Co., Platoon No. 7, for Musketry Trained Men, Part 1, at Blake Pier at 3.45 p.m. Dress: Drill order.

"D" Co. at Volunteer Headquarters at 5.30 p.m. under C.S.M. Cooke. Dress: Drill order.

Signalling Section and Semaphores Class at Volunteer Headquarters at 5.15 p.m. under Instructor Sergt. E. V. Mitchelmore. Dress: Clean fatigue.

Thursday, 26th inst.—

"B" Co., Platoon No. 8, for Musketry Trained Men, Part 1, at Blake Pier at 3.45 p.m. Drill order.

Machine Gun Section at 5.15 p.m. at Wellington Barracks under Instructor Sergt. Bowles. Dress: Clean fatigue.

Friday, 27th inst.—

"B" Co., Platoon No. 8, Recruits will parade at Blake Pier at 3.30 p.m. Drill order.

"A" Co., on the road outside the Law Courts at 5.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. under Instructor Sergt. E. V. Mitchelmore. Dress: Clean fatigue.

SATURDAY.

Pte. D. M. C. Goodall having joined is allotted Corps No. 622 and posted to Coy. "A," Platoon No. 11, Section No. 7.

(Sd.) G. K. H. BRITTON, Captain, Adjutant, H. K. V. R.

face the Greek and Turkish farmers, and as there seems every probability of the war being prolonged there is little hope of these landowners being able to look forward with any certainty of being permitted to sow their crops in peace next February or to pluck their leaves next August.

Thasos dominates the two parts of Kavala and the Burn Geol, and it was the one island which the Bulgarians made a point of retaining, despite the fact that apart from its German leaseholders its population is purely Greek. In the case of Thasos and of Kavala the Bulgarians met with a rebuff, and it is extremely unlikely that they will be permitted to hold Kavala a day longer than the Allies deem advisable. Possibly the Bulgarians and their German advisers are of opinion that from the heights to the north of the town heavy guns can deny the Allied Fleets free possession of the neighbouring seas. But before batteries can be erected on those heights heavy guns will have to be procured from Skoda or from Essen and food for the force for the defence of the batteries, all brought from afar.—The Times.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

1.—JOINED.

Spr. D. J. Finlayson having joined is allotted Corps No. 2023 and posted to Engineer Company.

2.—RESIGNED.

No. 1998 Pte. J. Dewar is permitted to resign from 17th October, 1916.

No. 1336 Pte. G. A. Dutton is permitted to resign from 16th October, 1916.

3.—LEAVE.

No. 1884 Spr. W. G. Lawson and No. 1694 Pte. T. W. Gibbins are granted one month's leave from 16th October, 1916.

No. 2097 Gr. G. F. Turner and No. 1460 rington, No. 1742 Corpl. Whitelaw, L. B. Gomes are granted one week's leave from 17th October, 1916.

4.—ENGINEER COMPANY.

a.—Detail of Engineer Company duties Lyemman from 16th to 31st inst. has been posted at Headquarters.

b.—The under-mentioned members are raised to the "Proficient" rate of Engineer Pay from 1st November, 1916:—

ELECTRICIAN.

No. 1941 Spl. Ablong, No. 2013 Spr. Bryant, No. 1996 Spr. Gordon, No. 1870 Spr. Moosdeen, No. 1967 Spr. Maxwell.

ENGINE DRIVER.

No. 2001 Spr. Kinross.

5.—PROMOTIONS.

a.—Engineer Company, with effect from 1st November, 1916:—

To be Sergeants:—No. 1673 Corpl. Barrington, No. 1742 Corpl. Whitelaw.

To be Corporals:—No. 1927 2nd-Corpl. Day, No. 1739 2nd-Corpl. Davidson.

To be Lance-Corporals:—No. 1679 Spr. C. A. Howells, No. 1387 Spr. Hamer, No. 1635 Spr. Warren, No. 1702 Spr. Stalker.

To be 2nd-Corporals:—No. 1741 Loe-Corpl. Kerr, No. 1348 Loe-Corpl. O'Sullivan, No. 1369 Loe-Corpl. Clarke, No. 1670 Loe-Corpl. Norris, No. 1466 Loe-Corpl. Fitzgibbon, No. 1933 Loe-Corpl. Brewer.

b.—Scouts Company, with effect from 16th inst.:—

To be Corporals:—No. 1554 Loe-Corpl. Edgcombe, No. 1410 Loe-Corpl. Northey, No. 1547 Loe-Corpl. Wilkin.

No. 1544 Loe-Corpl. Greenhill, No. 1835 Loe-Corpl. Whyte.

To be Lance-Corporal:—No. 1813 Pte. J. Macdonald.

6.—PUNISHMENT.

No. 1873 Pte. P. Tangap, of Signalling Section, has been awarded 72 hours' detention on the following three charges:—

(1) Absent from parade, (2) Absent from parade, (3) Breach of discipline, sending the Signal C.I. without authority.

7.—PARADES.

Monday, 23rd inst.:—

3.10 p.m. Artillery Battery, Left Centre Right, Sections M.G. Co., Scouts Co., and Civil Service Co., at Headquarters for route march.

Dress: Drill order khaki (no tunic). Rifles will not be carried.

5.15 p.m. Recruits of all units at Headquarters under Corpl. Grimes.

Tuesday, 24th inst.:—

3.15 p.m. Stretcher Bearer Section at Headquarters.

3.30 p.m. Signalling Section "A" and "B" classes at R. A. Theatre.

3.50 p.m. Mounted Section on Polo Ground.

Friday, 27th inst.:—

3.15 p.m. Recruits of all units at Headquarters. C.S.M. Witcheil and Corpl. Grimes will attend.

3.30 p.m. Signalling Section "A" and "B" classes at R. A. Theatre.

Saturday, 28th inst.:—

2.30 p.m. Trained Men Artillery Battery, Musketry Standard Test on King's Park Range. Range Officer: Lieut. Danby. Officer i/c Butts, Captain Preston.

Sunday, 29th inst.:—

9 a.m. Trained Men Right Section M.G. Co., Musketry Standard Test on King Park's Range. Range Officer: Lieut. Kennett. Officer i/c Butts, Captain Preston.

8.—DETAIL.

On duty 29th inst.—Scouts Co.

" 30th inst.—do.

" 31st inst.—do.

" 1st Nov.—Centre Section M.G. Co.

" 2nd Nov.—Artillery Battery.

" 3rd Nov.—Civil Service Co.

" 4th Nov.—Right Section M.G. Co.

Orderly Officer from 29th to 4th Nov.—Lieut. Murphy.

A. F. CHURCHILL, Capt., Adjutant, H.K.V.C.

20th October, 1916.

NOTICE.

With reference to the Hockey Meeting held at Headquarters on 18th inst., a further meeting, at which all members of the Corps interested in Hockey are particularly requested to attend, will be held at Headquarters on Tuesday, 24th inst., at 5.30 p.m. Officers commanding units should attend.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, of Saigon, report under date October 16th as follows:—

The arrivals of paddy from the interior being smaller, our market is firmer and our prices have been advancing every day during the last ten days.

There is still small demand from the neighbouring countries and tonnage available is very scarce.

The total amount of rice, exported from 1st January to 3rd October is 948,838 tons, against 899,010 tons in 1915.

We quote to-day:—White rice, No. 2 Sifted Japan quality, Hongkong, \$4.03 per picul f.o.b. Saigon, for October/November shipment.

CUTLER PALMER & CO'S.

NAPIER JOHNSTONE'S

WHISKY.

THE

ORIGINAL

SQUARE

BOTTLE

WHISKY.

ALWAYS

RELIABLE.

SOLE AGENTS IN HONGKONG

AND SOUTH CHINA:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

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"OUR DAY."

\$500 FOR A ROSE.

It has not yet been possible to arrive even at an estimate of the financial results of "Our Day," and in view of the fact that the fair will be continued to-day, the total proceeds of the fair and sale of roses will not be published until next week.

It is known, however, that some high prices were paid for roses; one was sold for the substantial sum of \$500; and even the football kicking side-show realised over \$1,000.

The golf competition, for the three longest consecutive drives, will be decided to-day. On Thursday "Colonel Bogey" took on fifteen or sixteen golfers at \$5 a time—and only lost on one occasion.

Some fine marksmanship was seen in the jungle, but the Peak tiger survived all the bullets, and will be ready to face the music again to-day; despite the fact that he was once "poked" by H.E. the Governor. This is a most remarkable animal. He realises that all the marksmen are kept upon securing his skin, but he is extremely elusive when roaming among the giant trees and rocks of the jungle, and glances in a most contemptuous manner at the many rifles levelled at him. It is sincerely to be hoped that he will be severely "struffed" to-day.

This afternoon at 4.30 p.m., a special feature will be made of the Dancing Floor. The enclosure will be enlarged, and the whole illuminated with a myriad of lights. Teas, etc., will be served at tables in the enclosure. Season tickets for the dancing enclosure for the whole evening will be obtainable at \$5 each; and for a single dance, 20 cents.

A jewelled tie pin was found on the Murray Parade Ground on the afternoon of "Our Day." The owner should apply to Mr. H. C. Sandford, Hongkong and Shanghai Bank, giving the description.

BAFFLE FOR CIGARS CIGARETTES TOBACCO, ETC.

WINNING NUMBERS.

Kindly drawn by Mrs. Parr and Miss May at "The Everything Stores" at 6 p.m. on the 10th inst.:-

Prize	Winning No.	Prize	Winning No.
1st	575	23th	638
2nd	210	27th	643
3rd	593	29th	813
4th	470	29th	885
5th	582	30th	112
6th	780	31st	354
7th	614	32nd	719
8th	151	33rd	228
9th	14	34th	102
10th	780	35th	275
11th	366	36th	874
12th	671	37th	99
13th	952	38th	585
14th	255	38th	149
15th	124	40th	235
16th	887	41st	636
17th	244	42nd	320
18th	598	43rd	440
19th	353	44th	301
20th	320	45th	12
21st	30	46th	12
22nd	119	47th	212
23rd	264	48th	276
24th	784	49th	639
25th	287	50th	360

One thousand tickets were sold, realising \$500 for the Fund. Holders of winning numbers will receive their prizes upon sending tickets to Mr. F. A. Perry, 18, Bank Buildings, Hongkong.

LADY MAY'S "OUR DAY" ROSE FUND.

Miss Marley	10.00
Commander and Mrs. Myburgh	10.00
Mr. Tsui Siu Cho	10.00
Lieut. G. A. Burn, R.N.R.	20.00
Mr. Paul Kremer	25.00
Mr. U. Ramjahn	25.00
Mrs. A. E. Crapnell	25.00
Rev. Pere Robert	50.00
Messrs. Kew Brothers	50.00
Mr. Lo Shun Wan	50.00
Messrs. J. R. Michael & Co.	50.00
Mrs. N. Lake Watson	50.00
Mr. A. Findlay Smith	100.00
The King Edward Hotel (per Mrs. Choy Shing)	100.00
S.S. Tai Shan, per Capt. Birse	5.00
Mr. J. S. Johnson	2.00
Mr. I. Chalmers	2.00
Mr. J. F. D'Almeida	2.00
Mr. Fung Shui Wa	2.00
Mr. Tong Lai Chuen	5.00
Mr. Lee Hi Son	5.00
Mr. Leung Yu Kan	5.00
Mr. Wong	5.00
Mr. She Tai Tsai	5.00
Mr. She Shui Tat	5.00
Mr. Chan Chi	10.00
Mr. Chan Foon Ng	1.00
Mr. Mock Mun	5.00
Mr. Loo Yee Yuck	5.00
Mr. Tong Hok Ting	1.00
Mr. Leung Ho Kin	1.00
Mrs. Ho	1.00
Messrs. Tong	1.00
Mrs. Tong	1.00
Mrs. Chan	1.00
Miss Tong	1.00
Miss Siu So Tong	1.00
Mrs. Tong Hok Ting	2.00
Mr. S. Tse Tat	1.00
Mr. Wong Lai Foo	1.00
Mr. Rose Tai Tat	1.00
Mr. Yang Tin Fan	1.00
Mr. Sui Ying Chow	5.00
Chinese Staffs Tai Shan	4.00

81.50

Previously acknowledged \$ 650.50

6,113.50

\$6,773.00

PEAK TRAMWAY CO. SUEED.
FOUND GUILTY OF CARRYING TOO MANY PASSENGERS.

The hearing was resumed at the Hongkong Magistracy yesterday of the case in which four charges are preferred against the Peak Tramway Co., Ltd., for carrying an excess of passengers on the 5th instant, the Chinese festival of Tsung Yeung, or "ascending on high," on which day the Chinese make a point of journeying to the summit of the Peak.

Mr. MoI, Messer, Captain Superintendent of Police, prosecuted, and Mr. Mattingley defended.

The Captain Superintendent of Police continued his cross-examination of Mr. C. B. Buyers, Superintendent of the Tramway. Witness said he noticed Sergt. Cashman at the top Peak tram station on the 5th; he had been there for some time. At the lower tram station there were on duty an European Inspector, two Chinese brakemen and two Indian watchmen. Witness and two Chinese were on duty at the top tram station.

Mr. Messer.—You made complaints about the absence of police. Have you ever asked for police to assist you?

Witness.—Yes, about two years ago, I asked a Police Sergeant to let me have a posse of police. I believe the Sergeant wrote to you and you refused assistance. You said that if I wanted any police help I should have to pay for it.

Mr. Messer.—That is probably correct. They would have to pay for help, your Worship. I shall have to deal with that point later on. Did it occur to you, Mr. Buyers, to ask Sergt. Cashman to assist you in turning out the people?

Witness.—I did not do so because I knew that he would not do it.

Mr. Messer.—Well, his orders were, if called upon to assist, to do so. Police cannot interfere with railway engines or things of that kind unless requested. They cannot get hold of handles or stop engines.

Witness.—If I had known that I should certainly have asked him to assist.

Mr. Messer.—You cannot interfere with the man at the wheel.

Further answering Mr. Messer, witness admitted that he was warned by himself (Mr. Messer), but owing to the terrific amount of traffic there was overcrowding. He did his level best to deal with the crowd and, after a time, he was successful to a certain extent, as Sergt. Cashman would say.

Mr. Messer then remarked that a notice was posted in each car stating that the Tramway Co. would not be responsible for any accidents to human beings or animals. If that were not so, the people using the car might have a greater sense of security; hence his mentioning the point. It was of paramount importance that they should care for the safety of the public, and he did not think Mr. Buyers should have been called as an expert upon wire ropes. Mr. Messer was proceeding to quote figures on stress and friction when

Mr. Mattingley remarked that considerable interest had been aroused in the case and, probably, there was much alarm among the public. Did Mr. Messer want to make the flesh of the public creep?

His (Mr. Mattingley's) object was to reassure the public.

Mr. Messer.—My friend is in a "funk hole," and keeps getting up when bombs are coming.

Mr. Messer then asked Mr. Buyers if he thought he had sufficient experience to advise the Tramway Company against the orders of the Governor-in-Council.

Mr. Buyers replied that he considered himself an expert on wire ropes for haulage. He had had twenty years' experience, he always examined the ropes closely, and was able to say when a rope should be taken off or left on.

Mr. Messer.—And that is all you can say about them.

Mr. Buyers.—And there is another thing which you seem to have forgotten. It is dangerous to have too large a factor of safety.

Mr. Messer.—Was not there almost a serious accident one day when an old man left the car?

Mr. Buyers replied that this was caused by the car going down in a rather fast manner; it nearly broke the wire. This was caused by the Chinese brakeman not working the brake properly.

Mr. Messer then remarked that he did not think the case need go on. The Company had admitted that they had broken all the regulations.

Mr. Mattingley—I may say at once that the regulations are not worth the paper they are written on, and I object

to my friend saying that we have broken them all.

Mr. Buyers.—And how is it that the tram has been running for twenty years without an accident to any human being or engine?

Mr. Messer.—There are four summonses for carrying an excess of passengers, and I think Mr. Mattingley is trying to make out that the regulations on which they are based are obsolete, and that the tram is running without any regulations at all. That is his case.

Mr. Mattingley.—That is so, as I shall show. The solicitor for the defence then went on to say that a great deal of unreasonable animosity had been evinced by the prosecution against the Tramway Co., and a great deal of capital had been made by Mr. Messer, in his cross-examination of Mr. Buyers, of the fact that Mr. Buyers knew that he was breaking the regulations. Mr. Messer had been urging all the time that the Tramway Company were pretending that they knew better than the Government. He submitted that that was a great distortion of the facts. His worship would realise from the evidence before him that the practice of carrying more passengers than usual on the Chinese festival of "ascending on high" had been going on for years; between eighteen and twenty years. On each day of the festival the trams had been "chock full" of passengers, and the Government had never suggested that this should not be done, and had never objected to the overcrowding on that day.

Mr. Melbourne (the Magistrate).—There is no evidence that they ever knew of it.

Mr. Messer.—There has been evidence that the Company were warned against overcrowding. They were warned as recently as August.

Mr. Mattingley proceeded to remark that the Company may have been warned against overcrowding, but they had not been warned against overcrowding on October 5th. The Company were simply warned to be careful, when carrying a full car load, that market coolies did not "crum" the back portion of the car.

The fact that there were so many people allowed on the car on the 5th inst. appeared to the Tramway Company as a privilege allowed to them on the "ascending on high" festival. They did not take the warning mentioned as referring to the festival day, when overcrowding was looked upon as a sort of privilege.

Mr. Mattingley then asked why the Company were not warned against overcrowding on the festival day. It was usual to warn people before they were prosecuted, but the Government had stepped in and prosecuted the Tramway Company without warning. The Tramway Company did not dream that a cherished tradition would be interfered with in that way. In China an old custom generally assumed the characteristic of a law. Thus it did not occur to the Tramway Company that they were breaking the law at all, and they were fully confident that the tram was safe. It could not be supposed that the Company cared for this great rush of Chinese, which must have been very difficult to cope with, and the evidence tended to show that police assistance could not be obtained.

Mr. Melbourne.—The evidence showed that police assistance could have been obtained if it had been paid for.

Mr. Mattingley continued that, all along, his friend Mr. Messer had tried to show the Tramway Company as being grabbing, and having no interest but that of collecting fares. With regard to that he would like to say that it was a most unfair and a most irrelevant remark to make in a case of that sort, and there was nothing whatever to justify it. The Company had always endeavoured to deal with rushes of that sort, and to avoid overcrowding. Mr. Messer had also referred to an incident which was somewhat unfortunate, i.e., the fact that a lady was turned off the car a few days ago. That was due to the action of the Government. The Tramway Company received a severe fright, because they never anticipated anything of this sort happening, that they would be suddenly informed that they must stick to an exact number of passengers, and no more. It was very difficult to deal with cases of that nature. Only the previous night an incident occurred on the tram, of a person threatening to prosecute the Tramway Company for refusing to start the car until he had got off and made the number correct; there was some cramming in the car. Mr. Mattingley, referring to the question of weight, con-

(Continued at foot of next Column.)

SPORT.

FOOTBALL.

OPENING FIXTURES.

The first matches of the season will be played at Happy Valley this afternoon, when the following teams will meet in the 2nd Division, Hongkong League competition:—

Navy v. 83 Coy., R.G.A., Navy ground Kick off at 3 p.m.

R. E. v. A. Coy., K.S.L.I., Military ground Kick off at 3 p.m.

N. K. P. R. v. Islanders, Navy ground Kick off at 4.30 p.m.

87 Coy., R.G.A., v. 88 Coy., R.G.A., Military ground Kick off at 4.30 p.m.

The programme for the season is a heavy one, the total number of matches being:—

Hongkong League, Division I.....30
Hongkong League, Division II.....31
United Services League.....20

In addition, there are the matches in the Shield Competition, so that players will be kept busy and spectators will be able to witness matches every Saturday and Wednesday from to-day until at least the beginning of April next.

Owing to the large number of teams now competing, the want of additional referees is likely to become acute. We are requested to inform our readers that an examination for referees will be held at an early date and candidates should forward their names at once to either Mr. F. W. Wright, Naval Yard, or to Mr. T. W. Williams, R.E., Wellington Barracks.

tended that a Chinese did not weigh anything like so much as a European. A full car of Chinese could not possibly weigh so much as a full car of Europeans, and an over-full car of Chinese, he thought, would only weigh as much as a full car of Europeans. The ropes of the car were all subject to periodical tests, the ropes were examined every day, and the brakes were also thoroughly tested from time to time and they had always proved effective. The brake rail was thoroughly strong, it was affixed to steel keepers and was set in concrete, the stress of the car on the rope was only five tons, the breaking strain of the rope was 45 tons, and they had a safety factor of nine tons, whereas the Road Commission Report on wire ropes for haulage stated that the safety factor should be six tons. Mr. Messer's evidence showed that the trams and railway had been in a perilous condition for many years. If that had been the case, why had the Government not taken action before if they were so keen looking after the public safety? The solicitor for the defence then said he would like to justify the action of the Company in defending that case. He knew the feeling seemed to be that the Company were guilty and that they should not have defended the case. It was suddenly dropped upon the Company, and upon an occasion when they were led to believe that they could crowd their cars, always consistent with safety. His defence proper was that the regulations under which the charges had been brought did not apply at all; that they were quite out of date. The regulations framed referred to cars carrying 40 passengers; the old cars of the Company. The present cars were allowed to carry 42 passengers, and he contended, therefore, that the regulations could not be applied in that case; they fell short. The regulations were never intended to apply to the present cars. Obviously, they could not have regulations framed for a car of 40 passengers applying to a car which would hold 42 without any overcrowding at all. He had been instructed to state that the Company have no desire to carry passengers in excess of the seating accommodation, and much preferred not to do so. The convenience of the public and the exigencies of the traffic often made it difficult for them to avoid doing so. In no case was the practice permitted to such an extent as to involve the extremely large margin of safety being encroached upon to an extent which would be in the slightest degree dangerous. Rigidly to insist in every instance on the passengers not exceeding the seating accommodation would often cause great inconvenience to the residents depending on the tram. Provision existed in the Ordinance for the inspection of the tram by the Government, and the Company would be glad to give them every facility for doing so, and would be happy to discuss any fresh regulations which the Government might think necessary.

Mr. Melbourne, at this stage, said he considered the case proved. The Company were charged with carrying an excess of passengers, and they had admitted that such was the case. Mr. Mattingley contended that the regulations under which the charge was brought did not apply, but he held that they did not apply, but he held that they did not apply, but he held that they did not apply.

Mr. Mattingley.—Then you say that the regulations apply at the present time? I should like an answer to that question in case I wish to take further steps in the matter.

Mr. Melbourne.—I am of opinion that they are in force at the present time.

INTIMATIONS

LANE, CRAWFORD & Co.
NEW AUTUMN GOODS

JUST RECEIVED

NEW STOCKS
OF "WALK-OVER"
BOOTS & SHOES.

No matter what you wish them for, whether for a day's tramp, an afternoon of Sport, an evening of Society, or for Business, there is an appropriate and reliable Walk-Over Shoe for that particular occasion.

PATENT, VICI KID, RUSSIA CALF, ETC.

BEST QUALITY \$13.50 PER PAIR.

NEW SHAPES IN

LADIES'

BOOTS & SHOES

\$8.50 TO \$13.50

WE CAN SHOW YOU

THE LARGEST SELECTION IN THE COLONY.

LANE, CRAWFORD & CO.

A.V.C. FINEST OLD LIQUEUR
BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES.
V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR
WHISKY.
THE ORIGINAL LIQUEUR
WHISKY.

PRICE \$24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

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TELEPHONE 346THE HOUSE FOR
LADIES' FOOTWEAR.

UP-TO-DATE STOCK AND SMARTEST STYLES

IN

BOOTS AND SHOES

NOW ON SHOW.

11077

NEW ADVERTISEMENTS

WAR CHARITIES

"OUR DAY" FAIR.

IN consequence of its immense success and in response to a general demand, the FAIR ON THE MURRAY PARADE

GROUND

will be continued

TO-DAY (SATURDAY).

21st OCTOBER,

the anniversary of the

BATTLE OF TRAFALGAR.

from 4.30 P.M. to 11.30 P.M.

Doors Open 4.15 P.M.

ADMISSION (payable only at gate) 50 cts. Soldiers, Sailors and Police in uniform admitted free to the Ground and Half Price to all side shows.

All the old attractions and many novelties, which must be seen to be believed.

New Day Decorations.

Special Illuminations at Night.

DANCING in a fairy land of lights in the cool open air on the finest floor it is possible to find.

The Depths of the LUCKY WELL increased and a new supply of wonderful prizes discovered.

AUCTION of managerie in single lots unless the bear has eaten the pig.

At 5 P.M. AUCTION of a limited number of beautiful Silk Roses specially made and presented by Lady May for the benefit of the Red Cross Fund.

[1284]

NOTICE.

THE SWEDISH TRADING COMPANY IN CHINA, LIMITED.

MR. ARTHUR NILSSON, having resigned his position as Managing Director of this Company's business in Hongkong and China, no longer holds the Company's Power of Attorney.

By Order of the Board of Directors I have To-day Assumed Charge of this Company's business in Hongkong and in China.

GUNNAR LUDIN.

York Buildings, Hongkong, 21st October, 1916. [1285]

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM IMMINGHAM, LONDON AND STRAITS.

THE Steamship

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to sale.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 20th October, 1916. [1283]

ULDERUP & SCHLUTER.

IN LIQUIDATION.

CREDITORS are required to send in their claims to the Undersigned on or before TUESDAY, the 21st October, 1916. Dated the 27th September, 1916.

W. G. HUMPHREYS & CO., No. 16, Queen's Road Central, Liquidators. [1198]

CHINA EXPORT-IMPORT AND BANK COMPAGNIE.

NOTICE IS HEREBY GIVEN that any Persons or Firms having Claims against the Hongkong Branch of the CHINA EXPORT-IMPORT & BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognised.

BRADLEY & CO., LTD., Liquidators. [1208]

FRENCH GOVERNMENT LOAN 1916.

Price of issue Frs. 87.50.

SUBSCRIPTION LISTS will be OPEN on the 5th October, and Close on the 20th of the same month.

The Bonds are issued in France, in multiples of Frs. 100.00 and upwards. Bills and bonds of the "National Defense" bought before the 1st October, 1916, are accepted in payment.

Applications will be received by the Hongkong Branch of the Banque de l'Indo-Chine from date.

Hongkong, 20th September, 1916. [1195]

HOUSES TO LET

TO LET—FURNISHED.

BUNGALOW at Tai-po, Four Rooms Garden, Servants' Quarters, etc. Apply—DEACON, LOOKER, DEACON & BARSTON. [1173]

TO LET—AT THE PEAK.

8-ROOMED FURNISHED HOUSE, for 5 or 6 months. Apply to—LINSTEAD & DAVIS. [1272]

TO LET—FURNISHED.

From 1st November.

2, REDHILL, No. 121, THE PEAK, 5 ROOMS. Apply to—"J. W. C. R." Care of GINN, LIVINGSTON & Co. [1273]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.

Apply—H. E. POLLOCK, Princes Buildings. [1219]

TO LET.

A HOUSE at Observatory Villas, Kowloon, With Tennis Court. Apply—ARRATON V. APCAR & Co., 14, Des Vaux Road Central. [1216]

TO LET.

A SMALL OFFICE in Alexandra Buildings. Cheap rental. Apply—"A." Care of "Daily Press" Office. [1117]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW PEAK, GODOWN, No. 111, Praya East, Storage 900 tons. Apply—M. J. D. STEPHENS, 18, Bank Buildings. [1097]

TO LET.

From 1st November next.

FILATS in "EWO MESS," No. 8, THE PEAK. Apply, Property Office, JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

GODOWN in Duddell Street. Light and Airy Offices overlooking Statue Square. Moderate rent. For rent and other particulars apply to—"H." Care of "Daily Press" Office. [940]

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—SHEWAN, TOMES & Co. [918]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—CHINA FIRE INSURANCE Co., Ltd. [932]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL, First Floor. THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHIN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—DAVID SASSOON & Co., Ltd. [415]

TO LET.

OFFICES in King's Buildings. HOUSE in OLIFTON GARDENS, Conduit Road.

Nos. 1 and 2, WEST END TERRACE, CANTON. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE ROOMED-FLATS in Man-Ming's Buildings, Kowloon.

FOUR ROOMED FLATS in May Road with every modern convenience, including English Baths and Electric Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate teachers at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Garden Terrace and Salisbury Avenue, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. [1166]

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 8, Connaught Road, Victoria, TO-DAY (SATURDAY), the 21st day of October, 1916, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 21st of October, both days inclusive. SHEWAN, TOMES & Co., General Managers. [1238]

THE DAIRY FARM CO., LIMITED

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 30th October, 1916, at 12 Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916.

The TRANSFER BOOKS of the Company will be CLOSED ON SATURDAY, the 14th October, to WEDNESDAY, the 1st November, 1916, both days inclusive. By Order.

M. MANUK, Secretary.

Hongkong, 6th October, 1916. [1239]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

77

JUST RECEIVED

FRESH Supply of FLOWER and VEGETABLE SEEDS.

GRACA & CO.

No. 4, WINDHAM STREET. [1215]

MITSUBISHI GOSHI KWAISHA (Mitsubishi Co.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTARE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SANO, KANADA, SHINNEW, KAMITAMADA, HIBAI AND OYUBAHI COALMINE. AGENT FOR SAKITO COAL.

HEAD OFFICE—MARUNOUCHI, TOKYO

BRANCH OFFICES:—NAGASAKI, MOJI, KANATSU, WAKAMATSU, OBARU, MUKORAI, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBUGA, VLADIVOSTOK, HANKOW, PEKING, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG AND CANTON.

Cable Address:—"IWABAKI" Codes:—A1, A.B.C. 5th, 1. Western Union and Bantley.

Agents:—CHINKIANG—Messrs. GEARING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BOHNE & Co. LTD. GLASGOW—Messrs. A. R. BROWN McFARLANE & Co., Ltd. For Particulars, apply to—K. KATO, Manager, No. 2, Paddy Street, Hongkong. [1214]

NOTICES TO CONSIGNEES

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES.

FROM SEATTLE, KOBE & MOJI.

THE Steamship

"TENSHO MARU," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th Oct., at 5 P.M. will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 26th Oct., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 19th October, 1916. [1281]

FORTHCOMING EVENTS.

TO-DAY 11.30 a.m.—China Light and Power Co., Ltd. Meeting of Shareholders.

Friday, 27th Oct.: 12.15 p.m.—Meeting of Licensing Board in Council Chamber.

INTIMATION

OUR GIANT

LAVENDER

TALCUM

is rapidly becoming as popular as

our well-known Lavender Water,

Blended with the purest and softest

powder is the sweet-fragrance of

Lavender, and the effect on the

Skin is delightfully Cooling and

Soothing.

1-LB. Size Price \$1.00.

A. S. WATSON &

CO., LTD.,

HONGKONG DISPENSARY,

TELEPHONE 16.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 21st OCTOBER, 1916.

TRAFALGAR DAY.

To-day our thoughts inevitably turn back to that great naval encounter which took place off Cape Trafalgar on October 21st, 1805, and placed Great Britain in unchallenged command of the seas. Then, as now, we were fighting for our existence against a great military Empire fired with ambitions of world domination which could be realised only by our destruction. Past and present draw close, says Lord SYDENHAM, not only by reason of a strong resemblance of conditions and events, but by a direct chain of causation. It was off Cape Trafalgar that the power to build up an Empire was won, and it is to NELSON and those who served under him that we owe mainly the secure development, during a hundred years, of the resources upon which our means of waging war now depend. It is sea-power, founded on the might of the British Navy, that enables us to bring all those resources to bear in the great struggle in which we are now engaged. There are many analogies between the circumstances of to-day and those of the great French war. NAPOLEON, like the KAISER, cherished dreams of Eastern dominion and proclaimed his conversion to the Moslem faith. His idea, as he admitted after his celebrated expedition to Egypt had been frustrated by the destruction of his fleet at the Battle of the Nile, was "to conquer the East and take Europe in the rear." The Germans, profiting by his experience, have laid their plans more skillfully by securing the vassalage of the Turks and pinning their hopes to the Berlin-Baghdad line. Just as NAPOLEON counted on finding serviceable allies in the United Kingdom, so the KAISER counted upon the revolt of Ireland, India, and South Africa. Similarly, both seem to have regarded

Calais as the key to England. From

home mail.

Dr. and Mrs. Harston left for England yesterday. They expect to return to the Colony in the latter part of April.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$20 to the funds of the hospitals from Lan Lon Sang.

At the Hongkong Police Court yesterday a Chinese was charged with being found asleep in the servants' quarters at 100, The Peak, without permission. The man was fined \$5, or, in default, seven days' hard labour.

Mr. Mattingley mentioned in the Hongkong Magistrate's Court yesterday, when an action was called on, that he had been instructed by both parties, and would like an adjournment for a week. He would no doubt appear for plaintiff, as the latter had instructed him first.

The blacklisting of enemy firms in Java has so far killed all German trade in these parts (says *The Straits Times*). Those firms who reaped a harvest in the good old days are doing practically nothing now. In fact, their premises are hardly opened at all, except for an hour or two every week when the manager comes down to get what there is of his

Trafalgar dates the wane of NAPOLEON's supremacy. It inaugurated the period of slowly-increasing economic pressure which drove him to the Berlin and Milan decrees of 1806 and 1807, entailing military operations on a vast scale and leading inexorably to the Russian campaign of 1812, which set the seal on his downfall. Before the present war was thrust upon the world to gratify German ambition there were those who wondered, not unnaturally, whether after more than a century of peace at sea the British Navy would be able to maintain its proud traditions if put to the test. The events of the past two years have banished all doubts, and have shown that, though wood has given place to steel and wind to steam, the spirit of the men who manned our "wooden walls" still survives undimmed. The courage and promptness with which the Fleet was put on a war footing in the opening days of August, 1914, revealed a remarkable state of organisation and efficiency, and constituted a victory, the character of which we can even now, perhaps, hardly realise. We seized the initiative at sea at one stroke as Germany gained it on land, and the great German Fleet, which for sixteen years had been preparing to wrest the trident from our hands, found itself imprisoned within its own mine-strewn waters. The commerce-raiders were soon hunted off the seas, the furtive raids upon our East Coast were checked, and the submarines, of which so much was expected, found their opportunities for mischief steadily reduced to ever narrowing limits. The action off Coronel, in which the gallant Admiral CRADDOCK attacked a much superior force and died a sailor's death, was speedily followed by the annihilation of Admiral von SREB's squadron off the Falklands, and finally, when the High Seas Fleet ventured to emerge from its place of hiding for a brief space it was severely punished off Jutland by the cruiser squadron under Admiral BEATTY and fled back to port in ignominious haste on the approach of the heavier ships of the Grand Fleet under Admiral JELLCOCK. Since that time it has acted on the principle that discretion is the better part of valour, leaving the British in undisputed possession of the seas. Whether, eventually, the KAISER, again following the example of NAPOLEON, will order his fleet out of the Kiel Canal, as VILLENEUVE was ordered out of Cadix, to offer battle to our Grand Fleet remains to be seen. If he should, it would give our Navy the opportunity for which it has longed ever since the war began. In the meantime the silent and unceasing pressure of British sea-power upon the vitals of Germany, which has now been maintained for twenty-six months, will continue in an increasing degree to embarrass the enemy, while keeping open the lines of communication between the Allies and enabling them to draw their supplies unhindered from the four corners of the earth. The enormous influence which this must exercise in a war of exhaustion need not be emphasized. It is only stating the obvious to say that upon the foundations which the Navy has laid the Allies are erecting the edifice of Victory.

An account of "Our Day" fair being continued to-day, the bowling match arranged between Taikoo, champions of the Hongkong Bowling League, and the Rest of the League, which was to have been played on the Police rinks to-day, has been postponed for one week.

For the benefit of golfers going to Fanning, and others who are unable to attend the ordinary services, a short service, lasting half-an-hour, and beginning at 8.30 a.m., will be held at St. John's Cathedral to-morrow (Sunday) and on every subsequent alternate Sunday.

When a case was called on at the Hongkong Summary Court yesterday, Mr. Preston mentioned that the defendant had attempted to commit suicide, and he was at present recovering in the plaintiff's house. The Puisne Judge—Oh, so the plaintiff is trying to keep him alive then. (Laughter).

At a concert in aid of the British Red Cross held at the Bangkok Sports Club on September 30th, three small flags were put up to auction by the British Minister, Mr. H. G. Dering, and sold and resold until over £500 was raised. The last flag sold for Ticals 4,000. Over Ticals 10,000 was raised as a result of the concert, including a subscription of Ticals 400 from His Majesty the King of Siam.

At the Hongkong Supreme Court yesterday, Mr. E. H. Sharp K. C. moved for an order of the Court (sitting in Probate Jurisdiction) giving liberty to the executor of the will of the late Mr. L. R. Needham, of Messrs. Ewins and Needham, solicitors, to presume death. The application was granted by the Chief Justice, who expressed his deep regret at the sad news of Mr. Needham's death. The deceased, said his Lordship, was a capable lawyer and a courteous gentleman.

At the last meeting of the Committee of the North Borneo Chamber of Commerce, a letter from the Government with regard to the appointment of unofficial members of the Legislative Council was discussed. The Government pointed out that it would seem advisable that the question of representation should be definitely settled, and instructions were given to reply that the Committee were ready to modify their proposals, but they hope that, should Mr. Lease or Mr. Darby cease to be Members of Council, H. E. the Governor will allow the Chamber to have a voice in the selection of a successor.

LAUNCH SUNK IN HONGKONG HARBOUR.

EUROPEANS' EXCITING EXPERIENCE.

Two European employees of the Hongkong and Kowloon Wharf and Godown Company had an exciting experience in the harbour yesterday morning, as a result of the launch upon which they were travelling coming into collision with the Yaumati ferry. Mr. P. R. Wolfe, acting secretary of the Company, and Mr. R. Packham, cargo superintendent, were proceeding to the s.s. *Wiseley* about 10 a.m., in the Company's launch *Seagull*, and, when the launch was approaching the *Wiseley*, it is stated that a Yaumati ferry, travelling at full speed, came from behind the vessel. A collision was inevitable, and though the *Seagull* was put hard astern the launch was struck hard amidships by the ferry. The Godown Company's launch was almost cut in half, and sank in a few minutes. Mr. Packham succeeded in jumping on to the ferry, and Mr. Wolfe, who also made a jump for the ferry, grabbed hold of the zwing chain and held on until he could be taken aboard a launch. Mr. Wolfe sustained a number of bruises and also strained a shoulder. The Chinese crew managed to get away, but everything on board the launch was lost.

HONGKONG MACISTEACY. EXPORTING SULPHUR.

For attempting to export 45 batties of sulphur without a permit, a Chinese was fined \$200. Revenue Officer Clark made the haul.

THEFT OF ELECTRIC FITTINGS.

A Chinese coolie employed in the Naval Yard was charged with stealing a quantity of electric light fittings when those were being transferred from the Commodore's Bungalow to the Naval Yard. Sentence of seven days' hard labour was passed.

THE WAR.

VIGOROUS ALLIED OFFENSIVE IN BALKANS.

BRITISH DASH IN FRANCE.

INTERESTING GERMAN ADMISSIONS.

RUSSIANS FIERCELY ENGAGED.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

ALLIES' VIGOROUS OFFENSIVE IMPORTANT DEVELOPMENTS EXPECTED.

LONDON, October 19th.

Reuter's correspondent at the Serbian Headquarters states that the Allies have started a vigorous offensive on the entire Left Wing, which promises important developments.

The Bulgarians hold strong positions on the plain between the Cerna River and the foot of the hills at Peristeri, and to the west thereof.

The sector where the Serbians are fighting is strategically most important, and a Bulgarian defeat there would open the way to Prilep and jeopardise the whole Right Wing. The enemy is doing his utmost to hold out till the snows begin to fall.

ROUMANIA'S NEW OFFENSIVE.

LONDON, October 19th.

Roumanian news is regarded as showing that a new and vigorous offensive has begun, with the timely help of Russia.

Compared with the subdued tone of the Austro-German *communiqués*, which describe the situation as unchanged, the Roumanian *communiqué* speaks of effective action all round, the repulsing of enemy attacks in the Passes, and the capturing of prisoners and war material.

The fighting is stubborn everywhere. The crucial points are apparently the Predcal Pass, south of Brasso; the valley of Oituz, in south-west Moldavia; and Mount Mateias. The latter place is twelve miles inside Roumania in the region of the Torizburg Pass, between Belcar and Campulung, whence the railway runs direct to Bukharest. If the Roumanians continue their success at Predcal, the enemy at Mateias may find the position precarious.

A *communiqué* speaks of repeated fierce attacks and counter-attacks at Oituz, where the enemy is striving to sever the communications to Moldavia and Wallachia.

SERBIANS PROGRESSING.

LONDON, October 19th.

A French official message states:—On the right bank of the Vardar we captured enemy trenches to a depth of 400 metres.

The Serbians are progressing to the north-west of Dobropolje, while fire has been exchanged on the Monastir plains. Turkish contingents have arrived on the Lower Struma.

BRITISH ENGAGED.

LONDON, October 19th.

A British official message states:—We have repulsed a strong enemy attack on our right flank in the Doiran sector.

BULGARIAN REINFORCEMENTS.

LONDON, October 19th.

A Serbian official message states that the Bulgarians are bringing up reinforcements, especially trench mortars.

BULGARIAN ATTACKS.

LONDON, October 19th.

A French official message states:—Bulgarian attacks north of Dodeli were repulsed with heavy losses.

The Serbians captured the village of Brad, on the left bank of the Cerna.

[THROUGH REUTER'S AGENCY.]

GOOD WORK BY ROUMANIANS.

BUKHAREST, October 20th.

A Roumanian *communiqué* states:—We drove back the enemy at Agas, took 800 prisoners, and destroyed twelve guns. Agas is seven miles within Roumania.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH SUPERJORITY. GERMAN ADMISSIONS.

LONDON, October 20th.

General Sir Douglas Haig, in a *communiqué*, states:—The weather throughout has been consistently unfavourable to aircraft. Yet, despite heavy rains and a strong south-westerly wind, our airmen have made many valuable reconnaissances, and repeatedly successfully attacked enemy communications, ammunition dumps and marching troops. A captured document from German Headquarters suggests a reorganisation whereby it is hoped to be "possible, for at least some hours, to contest the enemy's air supremacy."

The artillery, assisted by aeroplanes, have taken a most notable part in the fighting, and maintained a clear superiority over the enemy, who is allowed no rest day or night, thus materially wearing down the moral of the men. The battle is frequently resolved into isolated struggles.

Captured documents testify to the effect of our cannonade, and the dash, discipline and quality of our infantry.

BRITISH BUSY. AIR BOMBING RAIDS.

LONDON, October 19th.

General Sir Douglas Haig, in an official despatch, says:—This morning's attack extended along the front from north of Gueudecourt towards Butte de Warlencourt. So far 150 prisoners have been taken.

Yesterday our aircraft carried out three bombing raids on enemy communications, railway stock and buildings, which were damaged, while a train was derailed.

Four enemy machines were driven down into a lake. Four of ours did not return.

FRENCH PROGRESS.

PARIS, October 19th.

An official announcement states that the French have completed the conquest of Sully-Saillies and have cleared the ridges to the north-west and north-east of the village. They also carried at a rush the first German line between Maisonneuve and Biaches.

South of the Somme, 250 prisoners and several machine guns were captured.

GERMAN COUNTER-ATTACKS.

PARIS, October 19th.

A *communiqué* states:—German counter-attacks at Sully-Saillies were broken by our curtain fire. All our gains have been maintained. We have progressed between Maisonneuve and Biaches.

BRITISH RAIDING PARTIES.

LONDON, October 19th.

General Sir Douglas Haig, in a *communiqué*, says:—There has been heavy rain. During the night raiding parties entered enemy trenches near Loos and south of Arras.

[THROUGH REUTER'S AGENCY.]

SAVAGE FIGHTING UNDERGROUND. FRENCH STORM A VILLAGE.

PARIS, October 20th.

The bombardment prior to the storming of Sully-Saillies was most fierce, and lasted for forty hours, reducing to powder the trenches west of the Bapaume Road. One redoubt disappeared, and the occupants were buried. When the so-called trench cleaners entered a subterranean shelter they found 200 German dead, who had been asphyxiated by poison gas.

The village was attacked from three sides simultaneously. The fighting beneath the walls of the chateau, which the Germans had converted into a fortress, was most savage. The assailants were repeatedly driven back, and when they finally entered they had to continue the struggle in underground galleries leading from the chateau to the centre of the village.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN GAS ATTACKS. FIERCE FIGHTING IN LUTSK REGION.

PETROGRAD, October 19th.

A *communiqué* states:—The Germans delivered attacks south and south-east of Kovel after the liberation of gas and under heavy artillery fire. These attacks were repulsed.

West and south-west of Lutsk fierce fighting continues. Here, also, enemy attacks were repulsed. We drove back stubborn attacks in the region of Dornavbra. There is a violent snowstorm in the Carpathians.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

MORE "FRIGHTFULNESS."

COPENHAGEN, October 30th.

A German submarine torpedoed the Norwegian steamer *Sten* without warning, and set fire to the Swedish barque *Gretha*. The crews were saved.

The Norwegian steamer *Rosenfeld* has been sunk.

THE SUBMARINE RAIDS. ACTION OF AMERICAN DESTROYERS.

WASHINGTON, October 19th.

It is announced that officially there is no evidence that American destroyers were requested to move to enable a German submarine to destroy merchantmen in the recent raid.

It is declared that the destroyers were present for purely humanitarian purposes. There is no indication as to when, if any, a complete statement of the American position in regard to the submarine raids will be issued.

GENERAL.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN EAST AFRICA.

GOOD WORK BY THE BELGIANS.

LONDON, October 19th.

Reuter learns that the Belgian troops now hold the western position of the Central Railway from Tanganyika to Tabora, and forty miles east thereof. The Belgians have transported material from Congo across the lake to Kigoma, and are now repairing the railway.

There are no Germans now north of the Central Railway, while the shores of the Great Lakes are also cleared of the enemy. The remaining Germans, numbering 1,000, are now in the swampy country of Mehangi, and are surrounded by Allied troops.

MESOPOTAMIA POSTAL ARRANGEMENTS.

LONDON, October 18th.

In the House of Commons, Mr. Pease stated that a substantial improvement would shortly be apparent in the postal arrangements in Mesopotamia, which has been greatly handicapped by the deficiencies in transport and personnel.

[THROUGH REUTER'S AGENCY.]

GERMANS AND RHODES' SCHOLARSHIPS. DISESTABLISHMENT BILL.

LONDON, October 20th.

In the House of Commons, on the second reading of the Rhodes' Estate Bill, providing for the disestablishment of German scholarships, Mr. King moved the rejection of the measure, criticising the trustees' methods of carrying out the object in view; though he admitted that a reversion to pre-war conditions was impossible.

Colonel Yates suggested that the trustees should be invited to consider the allocation of one of the proposed forfeited scholarships to India.

Mr. MacKinnon, speaking on behalf of the promoters of the measure, said the House would agree that a long time must elapse before the Germans would again be acceptable at Oxford.

In reply to Mr. King, Mr. Roberts announced that Mr. Chamberlain recently brought the claims of Indians to the notice of the Rhodes' Trustees. While he was hopeful that these would be favourably considered, he had not asked for, nor had he received, any assurance that scholarships for Indians would be established within a definite time, if the Rhodes' Estate Bill were passed.

Mr. King subsequently withdrew his opposition to the Bill, which then passed its second reading without a division.

DEPORTATIONS IN BELGIUM.

ANOTHER GERMAN OUTRAGE.

AMSTERDAM, October 19th.

The Germans are planning an outrage in Belgium similar to that recently perpetrated in the north of France.

Two thousand civilians have already been deported from Ghent, and similar steps are being taken elsewhere.

It is announced that anybody refusing to work will be liable to imprisonment for three years, or a fine of ten thousand marks.

INDIA IN PARLIAMENT.

DISCUSSION DEPRECATED.

LONDON, October 18th.

In the House of Commons, replying to Mr. E. Jardine, Mr. Asquith said that, as far as he was able to ascertain, there was no general desire to discuss Indian affairs at present, but he suggested that Mr. Jardine should communicate with Mr. Chamberlain.

"INDIA A NATION."

In reply to Mr. Snowden, Mr. Roberts stated that it was not up to Mr. Chamberlain's instructions that the sale of Mrs. Besant's book, "India a Nation," had been prohibited in the United Kingdom.

SOLDIERS HONOURED.

LONDON, October 20th.

A *Gazette* announces the following decorations:—

C.B.—Lieut.-Colonel F. A. Wilson, R.E., Lieut.-Colonel W. H. Brown, Mahratta Light Horse.
C.M.G.—Lieut.-Colonel W. B. Powell, Gurkhas; Lieut.-Colonel E. A. Lethbridge, Oxford and Bucks, Light Infantry.

D.S.O.—Major H. C. Hill, Captain R. C. Clifford, C. M. Manners, J. C. McKenna, B. G. Peel, H. I. Leilly and G. V. Royle, and Lieut. K. T. Sweet, all of the Indian Army.

Military Cross—Captains D. Arthur, F. I. Brickman, H. S. Cardew, K. K. Mukerji, C. H. Stockley, Lieut. E. W. Burdett, A. H. Gatherer, W. S. Halliday, C. A. Raynor, and Lieut. E. C. Le Patourel and the Rev. Father John Mallan, and Harold Spooner.

Promoted to Brevet Rank—Lieut.-Colonels H. A. Cummins, H. O. Par, and Major W. H. Davis, all of the Indian Army.

GEN. TOWNSHEND HONOURED.

LONDON, October 18th.

The *Gazette* announces that General Townshend, the defender of Kut, has been awarded the K.C.B. for his gallant and successful defence of the town during the Mesopotamian campaign. The award was made by King Alfonso, and his Majesty's humane and noble initiative, on becoming known, will gain the approbation of the whole world.

[THROUGH REUTER'S AGENCY.]

THE IRISH PROBLEM. DISCUSSION IN THE COMMONS.

LONDON, October 18th.

In the House of Commons, during the Irish debate, Mr. Asquith promised his most sympathetic attention to Mr. Redmond's suggestions as to the filling up of the gaps in the Irish Division with Irishmen. He admitted that there had been regrettable blunders in the early stages, and paid a tribute to Mr. Redmond's services. He repeated that martial law was being applied (though not as usually understood), but that it would be dispensed with at the earliest possible moment.

Mr. Lloyd George said that 105,000 men had been recruited, and 50,000 rejected from Ireland since the outbreak of war. This was two and a half per cent. of the population, and was very low in comparison with the recruiting in Great Britain and the Dominions. He hoped that members of all political parties would help Mr. Redmond to solve the difficulties. The speaker eloquently appealed to Great Britain to improve the Irish atmosphere, and to bring back the Irish to their original temper of enthusiasm for the Allies' cause which they showed at the outbreak of the war.

AMENDMENT CARRIED.

An amendment was ultimately carried, by 303 votes to 106, to the effect that it was undesirable at present to discuss matters of a controversial nature in domestic policy, in view of the importance of the whole Empire's presenting a united front to the enemy.

The minority was composed of about 59 Nationalists and about 40 Liberals. A few Labour members and a few O'Brienites abstained from voting.

DYSENTERY IN BERLIN.

AMSTERDAM, October 19th.

The Police in Berlin have warned the inhabitants of the necessity for the greatest cleanliness, owing to an outbreak of dysentery.

ARGENTINE WHEAT.

BUENOS AIRES, October 20th.

The official estimate shows that 16,000,000 acres of wheat have been sown.

OBITUARY.

ADMIRAL JELICOE'S MOTHER.

LONDON, October 18th.

The death is announced of the mother of Admiral Sir John Jellicoe.

PRISONERS OF WAR.

REPRISALS SUSPENDED.

The following statement was issued by the Spanish Ministry for Foreign Affairs last month:—

"In the month of April, 1915, His Majesty's Government transmitted to the Governments of Paris and Berlin the generous and spontaneous offer of our august Sovereign to intervene personally in favour of the civil and military prisoners of both countries, with the object of obtaining a discontinuance of systematic reprisals and the suspension of the judicial penalties imposed upon several of the said prisoners until the end of the war. At the beginning of June of the present year the French Government, mindful of this generous initiative, accepted the offer, and active and uninterrupted negotiations were immediately commenced by the Minister of State, who gave, in effect, opportune instructions to our Ambassadors in Paris and Berlin. These negotiations were fraught with difficulties, although in principle both France and Germany were in agreement with the main idea of the proposal, and a discussion of the details of the future agreement was started by the French Government on the 17th of the same month. On June 27th the German Government showed a disposition to suspend its reprisals against certain French officers and prisoners in return for a similar concession on the part of the French Government in favour of German officers and prisoners in France. From this moment the negotiations of the Minister of State made rapid progress, so that by August 20th last the German Government had accepted the detailed offers of the French Cabinet, with certain reservations and observations. These observations were answered satisfactorily by the French Government on the 17th of the same month, and finally an agreement was arrived at to suspend not only the reprisals and judicial penalties being undergone but also all penalties which might subsequently be imposed with reference to acts which occurred previous to the agreement."

Lastly, on August 21st, the Spanish Ambassador in Berlin informed Señor Gimeno that he had received official notification that all reprisals had ceased, and the same report was received from the Spanish Ambassador in Paris. Thus these laborious and humanitarian negotiations have been satisfactorily ended. These negotiations were spontaneous, commenced by King Alfonso, and His Majesty's humane and noble initiative, on becoming known, will gain the approbation of the whole world."

HONGKONG POLICE ON ACTIVE SERVICE. SOME INTERESTING LETTERS.

Lance-Corporal Edwards, Royal Flying Corps, formerly of the Hongkong Police, has written to Chief Inspector Kerr, from Farnborough, Wilts. He says that he would have written before, only he "had to go to France with a party of our men, and, of course, one does not get time for writing on errands of that description."

Singleton, also formerly of the Hongkong Police, writes that he is "first class." He adds:—"It is very sad concerning Wakeford (killed). We have heard that Allchurch and Paiting have also 'gone west,' and that six of our chaps are wounded. We have tried hard indeed to get posted to France, but have met with no success. It is very annoying to see drafts continually leaving here, yet we have no hopes; at least, it appears so. I saw a great deal during my short stay in France. In fact, I went right up to the Somme firing line. It is a sight worth seeing; while, at some times it is awful. We are expecting Sergt. Peplow to pay us a visit. We are sorry to hear about Hoare. I do hope he has not lost the sight of his eye, as it would be a severe handicap to him in after life."

"Well, we 'struffed' a 'Zepp' a few nights ago. One of our pilots brought it down lovely. It was a sight worth seeing; just one mass of flame."

THE LATE MR. H. E. VICTOR. NEWS OF HIS DEATH CONFIRMED.

A letter received by the Hongkong, Canton and Shanghai Steamship Company, from Lapsley, of the 2nd Middlesex, confirms the announcement made in our columns a few weeks ago that Mr. H. E. Victor, formerly on the staff of the *Hongkong Daily Press*, and who was a Corporal in the 2nd Middlesex Regt., was killed in action in France during the big "push." The letter, which is dated September 17th, is as follows:—

"I am writing from Wharfedale War Hospital, in Sheffield, to notify you that Mr. H. E. Victor was killed in France about a fortnight ago; his name has just appeared in the papers. Please let his colleagues of the local Press know of this sad happening. I shall much miss his cheerful company when I am fit again for duty in France. 'Vic' and I, with Evers and Briggs, all joined the 'Diehards' together, my No. being 7,573 and 'Vic's' 7,574."

"I had the luck of being hit in the July 1st 'push,' while 'Vic' being with the reserve Company 'scotching' us up with ammunition, etc., was in trenches awaiting our consolidating any trenches won from the Germans by 'climbing over the top.' We lost so heavily that it was impossible to gain a yard on our front." A P.S. adds:—"Vic" was killed while doing trench duty north of the Somme district; I think at Vermelles."

CANTON ST. ANDREW'S SOCIETY.

A meeting of Scotsmen was held in the Canton Club on the 2nd inst.—Mr. J. W. Jamieson, C.M.G., Consul-General, presiding—at which it was decided to spend the amount collected in sending parcels to Scottish Prisoners of War in Germany. A sum of £20 for the purpose has been forwarded to Sir Charles Addis, of the Hongkong Bank, London, who on previous occasions has kindly passed on the monies contributed to War funds by the Society.

The list of subscribers is as follows:—Messrs. Duncan, Campbell, T. Donaldson, P. Drummond, D. Forbes, A. Hosson, J. W. Jamieson, C.M.G., C. A. McAllum, R. T. Matheson, A. Millar, T. M. Moorhead, James Ross, W. G. Rose, C. H. Shields, T. T. Smith, W. Gordon States, W. M. Stratton, F. S. Thomson, and Donald Urquhart.

BRITISH SOLDIER IN HIDING FOR 22 MONTHS.

Rifleman H. R. Lupton, of the King's Royal Rifles, who was officially reported killed on November 30th last year, is alive and well and a prisoner of war at Werder-Buhr, Germany.

In a letter to his mother, Mr. Horsforth, near Leeds, he states that while with his battalion on August 24th, 1914, he was taken ill and had to be left behind in a village with eleven others. The Germans reached the village a few hours later, but Lupton managed to escape. He obtained civilian clothes from a Frenchman, and for twenty-two months hid in a forest, only emerging at dusk to ask for food at the nearest house. He was eventually compelled to surrender to the Germans owing to illness and lack of food, and has been a prisoner since June 11th last.

O. H. HITNER, Freight and Passenger Agent.

SARGENT, LIVINGSTON & CO.,
ATTORNEYS AT LAW

